



# KANDLA PORT STEAMSHIP AGENTS ASSOCIATION

Date : 15<sup>th</sup> Sept 2021.

To,  
The Traffic Manager,  
Deendayal Port Trust,  
Kandla.

Dear Sir,

**Sub : Reference discussion in our meeting of 07.09.2021.**

We thank you for giving us the appointment to meet and discuss the general matters of the Port and the issues and your initiative to resolve the port related issues is highly appreciable. Following matters were also raised and required your kind attention to bring the things to a proper place, to be as under.

1. **Shifting of Vessels from forward berths (called cj 1 to 10) to rear berths (called cj 13 to 16) and vice versa for Commodity restrictions :** After the commencement of berth no.13 to 16 allotted for use in common, it was experienced that even when port allotted godowns and plots for storing cargoes at a certain terminal the berthing of the vessels took place as per the berthing policy and turn at the available berths several times when cargoes were on the opposite of the terminals. Under such situation stored cargo had to be shifted from forward berths to rear berths or vice versa. This became a big obstacle for the cargo movements creating a heavy jam at the gates and other vessels cargo productivity also suffered due to this. Therefore in order to have smooth traffic & operations of the cargo. Port accepted that vessels which had cargo carted at certain side would be given berthing at that side itself and any shifting due to the commodity restrictions or cargo storage would be on Port Convenience . Following clauses was inducted in the SOR while notifying the tariff in the year 2019.

**SOR 2.2. NOTES : (f) :** Whenever a vessel is shifted to accommodate another vessel on account of commodity restriction on any berth imposed by Port, it be considered as "shifting for Port convenience".

**SOR 2.2. NOTES : (t) :** Shifting of vessels in order to accommodate vessel declaration for clean cargo berth will be considered as shifting for Port convenience.

**SOR 2.2. NOTES : (u) :** Shifting of vessel due to cargo accommodation, as storage provided by Port for full manifested quantity will be considered as shifting for Port convenience . This above point was included in the SOR because the Port has decided to restrict storage of certain cargoes to berth no.1 to 10 or 13 to 16 and therefore the **SOR 2.2. Notes : (u)** as the word "for full manifested quantity" requires to be deleted because under this clause a vessel does not require shifting for full manifested cargo because once berthed the vessel can work at the same berth itself for a full manifested cargo. However shifting will be required only when the part manifested cargo is stored at different terminals. For eg. some steel cargo is allowed for storage only at rear berths 13 to 16 whereas bagged cargo is allowed storage at only 1 to 10

REGN. No. F-50 KUTCH

Office No. 5, 2nd Floor, Gandhidham Chamber of Commerce Building,  
Plot No. 71, Sector - 8, Gandhidham (Kutch) Gujarat - 370 201

☎ : +91-2836 221737 | 📠 : +91-2836 234680 | ✉ : office@kpsaa.com | 🌐 : www.kpsaa.com





ESTD 1965

# KANDLA PORT STEAMSHIP AGENTS ASSOCIATION

because there is no godown storage at 13 to 16 and if a vessel has to load both the cargoes only then the shifting of the vessel is required. Since the storage restriction is imposed by the Port the shifting of the vessel would be on Port convenience and the work " full manifested cargo " in the clause **SOR 2.2. NOTES : (u)** : is required to be deleted.

To induct this provision in the SOR it does not require this matter to be referred to TAMP as any conditionalities of the sor can be decided by the port under the following provision.

**SOR 2.2. NOTES: (q):** Chairman, DPT is authorized to enlist any eventuality including commodity and handling restrictions as Port convenience based on the recommendation of a Committee constituted for the same from time to time.

This authority to change the conditionality was also used by the Port in the past.

2. **Regarding Port Marine Bills :** This is to place on record that at present the billing of Marine related charges has improved a lot and we are receiving the Port bills within 15 days, but this time period is also too much in the present digital world and we request you to kindly systemize so that the bills are issued and released within 7 days.

We also wish to highlight here that during our meetings for the Port bills it was assured that all the marine bills will be issued in time and will not be kept on hold due to Penal berth hire charges because the said Penal berth hire charges to be on the Stevedore account. However, this is not yet properly introduced and initiated by the billing department as they still require concurrence from traffic department for each and every vessel. We, therefore request you to kindly look into this matter and instruct the harbor and account division for releasing the marine related bills for the Vessel Agents without holding it for internal confirmation.

3. **Facilities at Cj 13-16 :** These berths have now become the main facility of the port for cargo handling and utility if also to its optimal capacity. But the basic facilities like drinking water, toilets, canteen, lights at the plots and jetties are not available and therefore request to kindly take this on top priority and arrange the basic facilities required.
4. **Regarding Port User Meeting :** We request you to conduct Port User Meeting every three months (though with limited attendance due to Covid-19) as several matters can be discussed and resolved and minuted in the presence of all HOD's which always will help problems resolutions immediately.

Sir we request your goodselves to kindly resolve the above issues asap.

Thanking You,

Yours faithfully,  
For Kandla Port Steamship Agents Association,

Non. Secretary.



REGN. No. F-50 KUTCH

Office No. 5, 2nd Floor, Gandhidham Chamber of Commerce Building,  
Plot No. 71, Sector - 8, Gandhidham (Kutch) Gujarat - 370 201

☎ : +91-2836 221737 | 📠 : +91-2836 234680 | ✉ : office@kpsaa.com | 🌐 : www.kpsaa.com